



CALIFORNIA HIGH-SPEED RAIL AUTHORITY

MEDIA ADVISORY

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HIGH-SPEED TRAIN EXPECTED TO SUPPORT BAY AREA ECONOMY AND SMART GROWTH

*Economic Study Released Today Details How System Would Create New Jobs and Relieve
Congestion*

San Francisco, CA – The proposed California High-Speed Train System is expected to create 48,000 new permanent jobs in the San Francisco Bay Area by 2030 and would directly generate more than 100,000 Bay Area jobs during project construction, while improving transportation options and mobility in a region with the second worst traffic congestion in the country.

These findings in a report by the Bay Area Council Economic Institute, among many others, illustrate the potential effect of November's Proposition 1A which, if passed, would provide funding to start construction on a statewide high-speed train system.

Total costs of building a high-speed train system are estimated to be less than half the amount of expanding highways and airports to provide a similar level of service.

“Our analysis clearly indicates that while transportation projects such as highway and airport expansions are being explored statewide for development between now and 2030, they will not be adequate to accommodate California's growth,” said Dr. Sean Randolph, president and CEO of the Bay Area Council Economic Institute. “Additionally, current congestion at the three major Bay Area airports is projected to get worse due to expansion constraints; the high-speed train system will enable airlines to focus on more cost- and capacity-efficient cross-country and international service while relieving regional air traffic congestion.”

A high-speed train system could help Bay Area businesses keep cost-sensitive industries like manufacturing in the state and support the Bay Area and state's global competitiveness, as well as considerably increase the number of vacationers traveling to tourism-friendly hubs like San Francisco, particularly from southern California – boosting the hotel and restaurant sectors.

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Bay Area Economic Report, High-Speed Train, page 2*

“Not only will the high-speed train system help sustain job growth in the future, it will provide a near-term boost to our local economy,” said Quentin Kopp, chair of the California High-Speed Rail Authority. “The Bay Area Council Economic Institute report also validates other projected Bay Area benefits, including relieving stress on local airports, better linking the Bay Area and Silicon Valley, encouraging development of walkable communities and commercial districts, and significantly reducing CO₂ emissions.”

The high-speed train will significantly relieve highway and air corridor congestion. The report emphasizes that the Bay Area is interconnected with central and northern California labor, business and infrastructure. In fact, today 900,000 Bay Area workers live in a different county from where they work – many people are moving to the Central Valley and other areas for more affordable housing – and by 2030, it is estimated that the number of people traveling into the Bay Area will increase by over 100 percent. Traffic congestion on our roadways causes Bay Area drivers to currently lose approximately 150,000 hours of productive work time each day at an economic cost of about \$2.6 billion per year.

The future explosive growth of this larger region is placing enormous stress on the Bay Area’s infrastructure. For example, it is projected that the time it takes to drive across the Bay Bridge during peak commute periods will more than double by 2020.

As half of today’s Bay Area greenhouse gas emissions come from transportation, the report also assessed the environmental benefits and impacts of the high-speed train system and concluded that it will help the state meet the CO₂ emissions targets outlined in the Global Warming Solutions Act (AB32). If, as estimated, 6 percent of Bay Area commuters shift from their cars to high-speed train, the effect will be like taking more than 40,000 cars off Bay Area roads. A high-speed train system would reduce CO₂ emissions in California by 12 billion pounds per year by 2030. A high-speed train trip from San Francisco to Los Angeles or from San Jose to Los Angeles would save 324 pounds and 288 pounds of CO₂, respectively, over the same trip by car. Overall, on a similar trip, an electrically powered high-speed train uses only one-fifth the energy of a car and one-third the energy of an airplane.

Another critical point underscored in the report is that \$950 million of the initial proposed funding that would come from passage of Proposition 1A would be used to connect the high-speed train system with regional, intercity, commuter and light-rail systems. In the Bay Area, these include BART, MUNI, Caltrain, the Altamont Commuter Express and the Capitol Corridor train.

To view the Bay Area Council Economic Institute report, visit the California High-Speed Rail Authority Web site at www.cahighspeedrail.ca.gov, call the Authority at (916) 324-1541, or visit the Bay Area Council Institute’s Web site at www.bayeconfor.org.

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